sible with civilized man.

Finanw-Crizens:-I implore you to pause and reflec upon the tenor and consequences of your acts, of the award sacrifices made by the devastation of our property; the shedding of fraternal blood in battle, the mourning and waiting of widows and orphans throughout our land are insufficient to deter you from further pursuing this unhely war, then ponder, I beseech you, upon th mate, but not less cortain result which its farther pro gro's must necessarily and naturally entail upon your once happy and prosperous State. Indeed, can you pursue this fratricidal war, and continue to imbue your bands in the fratricidal war, and continue to imbue your nears in the loyal blood of your countrymen, your friends, your kinsmen, for no other ob cot than to unlawfully disrupt the confederacy of a great people—a confederacy established by year own hands—in order to get, were it possible, an endent government, under which you can never live

independent government, under which you can never rive Li peace, prosperity or quietness. Carountass — We have come among you as loyal men, fully impressed with our constitutional obligations to the citizens of your State; those obligations shall be perform-ed as far as in our power, but be-no: deceived. The obligation of suppressing armed combinations against the constitutional authorities is paramount to all others. If, in the performance of this duty, other minor but impor-tant obligations should be in any way neglected, it must be attributed to the necessities of the case, because righ a dependent on the laws of the State must be necessarily subordinate to military exigencies created by insurrection and rebellion.

Brigadier General Comman Handquarters, Port Royal, S. C., Nov. 8, 1801.

## OFFICIAL REPORT OF COMMODORE DUPONT.

The following are the official despatches to the Navy

ON HOARD FLAGSHIP WARASH,
OFF HILTON HEAD, PORT ROYAL HARDON, NOV. 6, 1861. Sta...The government, having determined series and occupy one or more important points upon our Southern coast, where our squadrons might find shelter, possess a depot, and afford protection to loyal citizens, possess a depot, and afford protection to loyal citizens, possess at the my discretion the selection from among three places which it thought available and desirable for these purposes. After mature deliberation, saided by the professional knowledge and great intelligence of the Assistant Secretary, Mr. Fox, and upon taking into consideration the manifestation of the Assistant Secretary. ing into consideration the magnitude to which the joint mayal and military expedition had been extended, to which you have called my attention, I came to the conclusion that the original intentions of the Department, if country and of the capabilities of the expedition, while Port Royal, I thought, would meet both in a high degree. commanding the military part of the expedition, this modification of our earliest metacot plans, and had the satisfaction to receive his full concurrence, though he and the commanders of the brigades very justly laid great stress upon the necessity, if possible, of getting thi rigate interthe harbor of Port stoyal.

On Tuesday, the 29th of October, the fleet under my

command left Hampton Reads, and, with the army transports, numbered fifty vessels. On the day p vious I had despatched the coal vessels, twenty-five in number, under convoy of the Vandalia, Commander Haggerty, to rendezvous off Savannah, not wishing to give the true point of the floot. The weather had been upsettled in Hampton Roads, though it promised well when we sailed. But off Hatteras it blew bard. Some ships got into the breakers, and two struck, but without injury, on Friday, November 1. The rough weather seen increased into a gale, and we had to encoun-ter one of the greatest violence from the southeast, a portion of which approached to a hurricane. The first was utterly dispersed, and on Saturday morning one sail only was in sight from the deck of the Wabash. On the following day the weather moderated, and the steamer: and ships began to reappear. The orders were opened, except these in case of separation. These last were Turnished to all the men-of-war by myself and to the transports by Brigadier General Sherman. As the vessels rejoined reports came in of disasters. I expected to hear of many; but, when the severity of the gale and the classe ter of the vessels are considered, we have only cause for great thankfulness.

In reference to the men-of-war, the Isaac Smith, a most efficient and well armed vessel for the class pur chased, but not intended to encounter such son and wind, had to throw her formidable battery overboard to keep from foundering; but, thus relieved, Lieutenant commanding Nicholson was enabled to go to the assistance of the chartered steamer Governor, then in a very dangerous condition, and on board of which was our fine battalion of marines under Major Reynolds. They were finally rescued by Captain Ringgold, in the Sabine, under difficult circum-stances, seen after which the Governor went down. I believe that seven of the marines were drowned by their own imprudence. Lieutenant Commanding Nichol. con's conduct, in the Isaac Smith, has met my waim com

The Peerless transport, in a sinking conditions was met by the Mohican, Commander Sordon, and all the people on board, twenty-rix stances, in which service Lieut, M. W: Miller was very

On passing Charleston Poent in the Seneca, Lieutenant with the steamer Susquehanna, off Port Royal, without

On Monday at eight o'clock in the morning, hanchored ome twenty-five vessels, in company with many more beaving in sight.

The Department is aware that all the aids to navigatio had been removed, and the bar lies ten miles scaward. with no features on the shore line with sufficient prominonce to make any bearings reliable. But to the skill of Commander Davis, the Fleet Captain, and Mr. Boutelle, the able assistant of the Coast Survey, in charge of the steamer Vixen, the channel was in diately found, sounded out and buoyed. By three o'clock I received assurances from Captain Davis that could send forward the lighter transports, these under eighteen feet, with all the gurboats, which was immediately done, and before dark they were securely anchored in the roadstead of Port Boyal, S. C. The gunboats almost immediately opened their butteries upon two or three rebel steamers under Commodore Tat-nall, instantly chasing him under the shelter of the bat-

In the morning Com. John Rodgers, of the United States steamer Flag, temporarily on board this ship, and acting on my staff, accompanied Brigadier General Wright gunboat Ottawa, Lieutenant Commanding Stevens, and supported by the Seneca, Lieutenan Commanding Nicholson, made a reconnoissance in force, and drew the fire of the batteries on Hilton Head and Bay Point sufficiently to show that the fortifications were works of strength and scientifically constructed. In the evening of Monday Captain Dayls and Mr. Bou

telle reported water enough for the Wabash to ventuse in. The responsibility of havarding so noble a frigate was not a light one, over a prolonged bar of over two miles' There was but a foot or two of water to spare, and the fall and rise of the tide is such hat if she had grounded she would have sustained most a rious injury from stranding, if she was not totally lost-Too much, however, was at stake to hesitate, and the

On the morning of Tuesday the Wabash crossed the bar, followed closely by the frighte Sasquehanna the Atlantic, Vanderbilt and other transports of deep draft, running through that position of the fleet already The safe passage of this great ship over the bar was bailed with gratifying cheers from the crowder els. We anchored and immediately commenced preparing the ship for action. But the delay of planting the buoys—particularly on the Fishing Rip, a dangerous shoal we had to avoid—rendered the hour late before it was

possible to leave with the attacking squadron.

In our anxiety to get the outline of the forts before dark we stood in too pear these shoals, and the ship grounded. By the time she was gotten off it was too late, in my judgment, to proceed, and I made signals for the squadron to anchor out of gunshot from the enemy.

To-day the wind blows a gale from the southward vestward, and the attack is unavoidably postponed. I have the henor to be, sir, respectfully, your obedient S. F. DUPONT, Flag Officer.

Commanding South Atlantic Blockading Squadron.

FLAG SHIP WARASH, OFF HILTON HEAD, PORT ROYAL HARBON, NOV. 8, 1861.

Hon. Gipmon Willies, Secretary of the Navy, Washing Srs-I have the honor to inform you that yesterday I attacked the batteries of the enemy on Bay Point and Hilton Head and Forts Walker and Beauregard, and succeeded in silencing them after an engagement of four hours' duration, and driving away the squadron of robel

steamers under Commander Tatnall The reconnoissance of yesterday made us satisfied with

the superiority of Fort Walker, and to that I directed me especial efforts, engaging it at a distance of eight hundred yards and afterwards at six hundred. But the plan of attack brought the squadron sufficiently near Fort Beauregard to receive its fire, and the ships were frequently fighting the batteries on both sides at the sam

The action was begun on my part at twenty-six minutpast nine, and at half-past two the American easign was hoisted on the flagstaff of Fort Walker, and this morning, at sunrise, on that of Fort Beauregard.

The defeat of the enemy terminated in utter rout and confusion. Their quarters and engampments were aban-doned without an attempt to carry away either public or private property. The ground over which they fled was strewn with the arms of private soldiers, and the officers retired in two much baste to submit to the encumbrance Landing my marines and a company of seamen I took

Hilton Hond, till the arrival of General Sh rman, to whom I had the honor to transfer their command.

We have captured forty-three pieces of cannon, most of

leaign.

The bearer of these despatches will have the honor to

carry with him the captured flags and two small brass field pieces, fately belonging to the fitals of South Caro-liza, which are sent home as suitable tropfiles of the suc

I enclose herewith a copy of the general order which is to be read in the fleet to-morrow morning, at muster.

A detailed account of this battle will be submitted ereafter. I have the honor to be,

Very respectfully, your obedient servant, S. F. DUPONT,
Flag Officer Commanding South Atlantic Blockading P. S.—The parer of despatches will also carry with him the first Ap ensign raised upon the soil of South Carolina with the period of the soil of South Sellion broke out. S. F. B.

AL ORDER NO. 2.

LUSHIY WARASH, HILTON HEAD, 1

TOTAL BAY, NOV. 8, 1862 Squadron.

It is the discrete and men under his command in the capture of the batteries at Hilton fead and Bay Point, after an action of four hours duration.

The flag officer fully sympathizes with the officers and men of his squadron in the satisfaction they must feel at seeing the ensign of the United States flying once-more in the State of South Carolina, which has has been the chief promoter of the wicked and unprovoked rebellion they have been called upon to suppress. S. F. DUPONT, Flag Officer commanding South Atlantic Blockading

Squadron.

FLAG Smr Wanash, Orr Hillion Head,
POST ROYAL, Nov. 8, 1861.

Sin-I have the honor to report the following casualties the action of yesterday in the capture of the batteries at Hilton Head and Bay Point :-Wanagn-Killed one-Thomas Jackson, coxswain, captain

Walaghe-Killed one-Thomas Jackson, coxawain, captain of a gun. Slightly wounded two-Alfred Hernsby, seaman, and William Wall, seaman.

Susquanawan-Killed, two-John P. Clark, Orderly Sergeaut, and Wm. Price, second coalheaver. Wounded seriously, one-Samuel F. Smart, first class boy. Wounded slightly, two-Patrick Dwyer and Samuel Holbrock,

PAWNER-Killed, two-John Kelly, Orderly Sergeant and Wm. H. Fitzhugh, first class boy. Wounded slightly, three-Alfred Washburne, Master's Mate; Jacob ose, ordinary seeman, and Patrick Quinn, ordinary

Mcmcan-Killed, one-John A. Whittemore, Third Assistant Engineer. Wounded seriously, three-W. Thompson, Isaac Seyburn, Acting Master, and Sherman Bascom, ordinary scaman. Wounded slightly four-Mayland Cuthbert, Third Assistant Engine r; John O. Pitt

man, and Charles Browne, ordinary seaman.

Birnville.—Killed, two.—Patrick McGuigan and Alex ander Chambers. Wounded slightly, three-Peter Mus phy, Alexander Ferey and Wm. Gilchrist.

SEMINOLE-A few slightly wounded. The number no

Killed.
Wounded severely
Wounded slightly Rilled and wounded..... I have the honor to be, respectfully, your obedient ser-rant, S. F. DUPONT, Flag Officer, Com'dg United States Atlantic Flockading Squadren.

Sin-Since writing my official despatches I have sent gunboats to take possession of Beaufort and to protect the inhabitants; but I regret to say they have fied and the town is abandoned to the negroes, who are reported to me as in a lawless condition. The light vessels which I hoped to have made use of were destroyed on the de-sertion of the forts by the rebels. The post offices were sined. I have covered Scull creek, the mouth of Bro Fiver and have cut off this communication between

FLAG SHIP WARASH, OFF HILTON HEAD, PORT ROYAL, NOV. 9, 1861.

Charleston and Savannab. Respectfully, your obedient servant,

S. F. DUPUNT. Flag Officer, commanding United States Atlantic Squ

PRIVATE LETTER FROM COM. DUPONT. The following he a portion of a private letter from Plan Micer Dupont to the Assistant Secretary of the Navy:

WARLER, PORT ROYAL, Nov. 9, 1861. MY PRAR MR. Fox-During the disheartening events of our passage my faith never gave way; but at some moments it seemed appalling. On the other hand, I permit no elation at our success. Yet I cannot refrain from telling you that it has been more complete and brilliant than I ever could have believed. I have been too fatigued to send a detailed off vering of it, and I think will interest you, but I has to never myself with a succinct account, which I think will be liked as well as a more detailed narration. This will, however, forward in time for the Sceretary's report. I kept under way and made three turns, though I passed five times between the forts. I had a flanking division of Rve ships to watch, and Old Tatnall, too, who had eigh mall and swift steamers ready to pounce upon any o ours should they be disabled. I could get none of my big frigates up. I thought the Sabine would have gotten clear np to the St. Lawrence. I sent no word, however, and the Savannah was blown off. I do not regret it now, except on their account. I believe my plan was clever. I steed against the side, and had the management the better in consequence. Their confidence was extreme that they could drive us away. They lought bravely, and their rifle guns never An eighty pounder rifle ball went through our mainmast in the very centre, making an awful hole. They aimed at our bridge, where they knew they could make a nole if they were lucky. A shot in the centre let water into the after magazine; but I saved a hundred lives by keeping under way and bearing in close. We found their sights graduated at six hundred yards. When they once broke the stampede was intense, and not a gun w spiked. In truth I never conceived such a fire as that of this ship on her second turn, and I am told that its effect upon the spectators outside of her was intense. I learn hat when they saw our flag flying on shore the troops was deeply affected, and the soldiers are loud and unstinting in their expressions of admiration and gratitude. The works are most eclentifically constructed, and there is nothing like Fori Walker on the Potemae. I did not allow the victory to cheek our order, but despatched some vessels under Captain Gillis over the other side. To day I have an expedition to Beaufort to save the light vessels; but they were fred instantly after the surrender. Beaufort is deserted. The negroes are wild with Joy and revenge. They have been shot down, they say, like dogs, because they would not go off with their masters. I have already a boat at Sewell creak, and the communication between Savannah and Charleston is cut off. was deeply affected, and the soldiers are loud and unating

## NATIONAL SALUTE.

THE GOVERNMENT ANNOUNCEMENT OF THE VICTORY.

On the reception of the official despatches the following

GENERAL ORDER. The Department announces to the navy and to the contry its high gratification at the brilliant success of the combined navy and army forces, respectively com-manded by Flag Officer S. F. Dupont and Brigadier General T. W. Sherman, in the capture of Forts Walker and Bosuregard, commanding the entrance to Port Royal harbor, South Carolina. To commemorate this signal victory, it is ordered that a national salute be fired from each Navy Yard, at meridian, on the day after the reception of this GIDEON WELLES.

OUR DESPATCH FROM THE MATANZAS.

United Stains Transford Sheamer Matanzas, that the Hamiton Rossis, Cel. 23, 1861. Your speedial correspondent embarked on board of this vessel to-day. From the activity in coaling up the steamers it seems probable that we may sail within the coming twenty-four hours. The gale which has been vesterly wind is now blowing, and in the course of twelve

AT MIDNIGHT.-I am on deck, and can distinctly hear th Ar Ministur.—I am on deck, and can distinctly hear the yessels coaling up. The bay presents a beautiful scene, a thousand lights are twinkling on the back ground of dark sky. Some of the large steamers are lighted up brightly, and the fleet lights look in the distance not unlike a large city in the early hours of night. Thousands of happy hearts are beating on board of the vessels, some of whom ere long are destined to cease in their pulsations, and the place that known them now will know them no more forever.

Saventeen ships of war, and tempty nine transports are Soventeen ships of war and twenty-nine transports are lying here, having on board a small army, with all their equipments and provisions for months. When one thinks upon the varied scenes through which we will have to pass we cannot fail to be wonder struck. A few days and death and carnage will succeed this peaceful

scene around us now.
Therapay, Oct. 24.—A lovely day has dawned upon u and we are in hopes to get off to day. We have received orders that when the Atlantic holsts a jack at the fore we are to get ready to weigh anchor. The work on beard of the vessels is progressing; but, from what I can learn, we cannot get away to-day. To-morrow being Friday, I am afraid the superstitious notions of the sailors will be the neans of our keeping our anchors on the bottom of the

ay. Night comes in upon us without any change.
Famay, Oct. 25.—To-day we got underweigh and preseeded alongside of the steamer Empire City, Captain Baxter, and took on board Companies B and K, Forty nighth N. Y. S. V., Colonel Perry. The following is the list of officers who accompany this detail:—Major, Gilver T. Burd; —— Humphries, Assistant Surgeon; Captain: E. K. Travis; First Lieutenant, N. A. Elfwrig; Second E. K. Trave; First Licutemant, N. A. Elfwrig; Second Licutemant, T. C. Vidal, Company B. Captain, S. J. Fon-ter; First Licutemant, S. G. Gale; Second Licutemant, A. F. Miller, Company K. The following ladies were also sent on board to take charge of the sick, they being the regimental purses :- Mrs. Johana P. R. Hanly, Mrs. M. Brooks, Miss Mary Heward, and Miss Mary J. Fox. There were also fourteen sick soldiers sent on board, making over two hundred souls added to our passenger list. After the troops were safely on board a large amount of army baggage was put on board, and then Briga-dier General Viele, with his staff, were taken on board, and we steamed alongside of the steamer Oriental, over and the day being far spent, we steamed to our anchorage, and came to anchor to await sailing orders. Rumors of all kinds had been affoat on board here before the arrival of our detachment, but now, with now heads and tongues, the topic of our destination was renewed with vigor, and before the evening was ended every port from Hatteras to Galveston had been mentioned as the place to which we were bound. But I must confess that my own opinion had not been altered. All give the gotumors of all kinds had been affoat on board here before vernment great credit for keeping the destination of this grand expedition a secret. A few days more and we will know somewhat more than we do to-day.

SATURDAY, Oct 26.—The weather to-day does not jook by any means propitious, but I think we shall get off to day. We took in thirty barrels of water and a day's rations of fresh beef and some small stores. At ter minutes before twelve o'clock, noon, the Jack was hoisted at the fore of the Atlantic, the signal for sailing. In a ow minutes all the vessels had a full head of ste and were ready for sea. One o'clock came; no gun from the Wabash, the signal for weighing anchor. Hour after hour passed, but no signs of moving; at about four o'clock the hags were towed down, and then we felt sure that there was no salling to-day. Late in the evening the sailing ships were towed down into the lower roads, all ready to start to-morrow. The weather looks bad, and at seven o'clock the wind was southeast, with brisk rain. We are in hopes the weather will be clear by morning. Should everything prove favorable, we will sail on the first of the

flood tide, which makes about ten o'clock. Thousands of eyes are turned towards us, in expects Thousands of oyes are turned towards us, in expecta-tion of our accomplishing great things. If the prayers of millions have anything to do with our success, then on that score we shall be victorious. And if delays add any-thing to the surety of success, we must be victorious. The sailing of this tremendous fleet will be a scene well worthy of place in the world's history. May the God of pattles go with us to victory.

We are in hopes that this is our last night in Hampton Roads for some time to come; and when it shall happen that one of our fleet returns it will be to bring the glad tidings of a great and glorious victory to the com forces of our army and nave.

SUNDAY EXPROISES

SUNDAY, Oct. 27 .- This day was ushould in with a small gale of wind, accompanied by rain and a heavy sea-From what we had learned last evening we lelt sure that hours. At half-past ten o'clock the soldiers were mus tered into the cabin to listen to a sermon from Lieutenand Gale, who is a regular minister of the Gospel. The Lieu tenant took for his text the fourteenth werse of the fifth chapter of Ephosians:—"Wherefore he saith, Awake thou that sloepest, and arise from the dead, and Christ, shall that aloopest, and arise from the dead, and Christ, shah give thee light." In discussing the words he likened his hearers to the sleepers, and he bade them arise from their sleep of sin and iniquity. The sermon was full of wholesome advice, and it was listened to with marked

It is worthy of remark here that the Forty-sighth regi ment is composed mostly of church members. The Celonel is a minister, and several of the officers are elergymen. The conduct of the men of this regiment, as faas I have been able to see, is truly exemplary. I never saw better discipline or more quiet and orderly men in my life. Profane language is unheard on board, and the most gentlemanly behavior is everywhere to be met with. If they behave as well under fire they will make

After midday the storm cleared up, and the wine uled into the northward. No signs of moving, with the exception of towing some of the sailing vessels int the lower roads preparatory to sailing to-morrow. An English brig, in attempting to go to sea, went on the Spit nearly abreast of us, and in a few minutes after she struck the sea made a clean breach over her. The rebels numbers, but as they had no boats to go out to her was worse than useless to think of making anything by doing so. Her colors were set Union down, and the Commodore despatched two tug boats to assist her off from the bank. They worked at her for several bours: still lying hard and fast in the same position as when first she went on. During the day I have visited the sick soldiers on board; all but one are recovering rapidly. And I am constrained to bear an abundant testi-mony to the watchful care and kind nursing of the ladies who perform this arduous duty for the regiment-The tender bands of these devoted ladies seothe their They fill up the void which distance and ces have placed them in. No kind mother or gentle sister is here to keep watch over the tedious hour f a tender son; but these ladies are the mothers of the regiment, and the greatest deference and respect is paid to them. The day closes with sky, and fair prospects of a good day to-morrow.

Our evening is spent here in quiet enjoyment. Near!; all the officers and the ladies are seated around the lon cabin table, reading or writing letters and their privat journals. Occasionally some one breaks the silence by askingsome question in relation to "How we are to land?" or "When are we to meet the enemy?" This opens a gene ral conversation, in which all participate. The time pass away pleasantly until ten o'clock, when all the lights are it and all are in their berths.

All are in hopes this is the last night we are to remai quietly at anchor here. Some of the transport fleet hav been here sixteen days, and are no further on their jour ney than when they arrived. Patience has almost ceased to be a virtue with us. We are tired of walting; but we trust that for all this delay we shall be amply compensated.

Monday, Oct. 28 .- A beautiful day, but from noon til night we watched for the sailing signal in vain. Why we did not go seems a mystery. One of our sick soldiers was given up to die by the brigade and regimental sur geoms; but Dr. Huertas, the purser of the ship, took the man in his care at about eight o'clock in the evening, and by midnight had succeeded in beinging on very favorahis symptoms. I think that if the man's life is saved th credit will belong to our gentlemanly purser.

THE START. Tuesday, Oct. 29 .- This morning, at a few minutes past

five o'clock, I was awakened by the firing of the signal gun from the Wahash. I immediately went on deck, and found that the flagship had just weighed her anchor and was steaming slowly past us. She was soon followed by the gunboats, each flying their numbers at the fore. Th greatest activity prevailed among the fleet. Jacks were set, and the sailers manned the windiase brakes, and their clieery song wang out upon the morning air as they hove the heavy anchors up from their muddy beds. A few boats were pulling with hurried strokes from ship to ship. Every soldier was on the decks of the vessels,

The morning was one of the fairest of the season. Not a cloud was to be seen in the light blue sky. A gentle broeze scarcely ruffled the surface of the water. The shore at the fortress was lined with spectators,

while the ramparts were detted here and there with groups of soldiers, who waved us a hearty adieu. Vesse Joughby's and Sewall's points, came down to see us of As the troop laden transports passed each other the men cheered, and the various bands enlivened the scene by stirring strains of music. The whole scene was ne of grandeur, and during the entire morning the flee lay promiscuously scattered over an area of over twenty miles. According to the order of sailing we are to form in three parallel lines, preceded by the naval squadron in

The Atlantic was the last ship to leave the our vessel being nearly abreast of Cape Henry light-house before she started. Up to noon the fleet had not formed in their proper order, and I am unable to learn why they have been so dilatory in doing it. At noon forty rounds of ball cartridge were served out to the croops on board, so that in event of any trouble we may o enabled to show our enemy that we are prepared to treat with them on very favorable teams. All the ves-sels are running at three-quarter speed, and some have

ocsaned their sails.

At three o'clock the fleet formed in the following



Locust Point. Parkersburg. Belviders.

Contraconlcos. Oriental.

O. M. Pettit. Mercury, Vixen. Oeccola, Although the above was the official order of sailing

Danl, Webster

Ariel.

several changes were made through the afternoon. The Oriental taking the place of the Ericsson, the former hav ng General Veile on board, he having shifted his quarter rom the Empire City. The R. B. Forbes shifted her position to tow one of the new gunboats, whose machiner; had become deranged. The fleet sailed in three paralle lines, the Wabash taking the lead, she being the flagship of the men-of-war. The first division, headed by the Bai tic, having General Wright on board, occupied the eastern line. The centre line, headed by the Atlantic, with Gen cral Sherman's staff on board, occupied a position about three-fourths of a mile to the westward. The Em-pire City headed the third or westernmost division. After the line was formed the two eastern divisions did

not seem to fall into their places and keep their distance, as well as could be desired. The third division main tained its place with thir precision. Some of the vesseli made quite a show of canvass. The Wabash was unde three whole topsails, jib spanker and trysails, and did not use her steam. Some of the sailing vessels had their fore and aft sails set. The distance from the eastern to the western limits of the fleet was about twelve miles and from its northern to southern lines about the same all agreed that they never witnessed such a magnificen spectacle. As the day drew to a close the leading ships slackened their speed and the limits of the fleet were shortened by about two miles. The flag ship theore out a number of signals, which were replied to by all of the war vessels. The army signal officers also used their telegraphic signals, and the day closed with everything going on finely—the vessels making about five and a half knots per hour. The course we have been steering— southeast by south—is taking us well outside of Hatteras and from present appearances we are going on the othe side of the Gulf stream.

C. Now if we are to cross the stream it will take us al least twenty-fours longer to make our passage.

feet by night, and a more splendid sight it never was my lot to witness. The sky was as clear as a bell, and myriads of bright, twinking stars bedecked the deep blue canopy which bung high over our heads. A gentle swell rolleds over the murface of all seads. staumch craft. A moderate westerly wind lent a bracing feeling to the other beauties of nature. On every hand was heard the rumbling paddles of the host of steamers. and a thousand lights loomed up against the darkens-background of the herizon. To our loft the green light on the steamers' paddle boxes looked like bright emerald set in jet, while to our right the red lights of the steamer large passenger steamers, with their cabins brilliansi-I, looked like a city in the distance, and one coul almost imagine himself passing up New York bay, and the illusion was almost complete when a ferry boat came

eteaming past us. Every one was on deck to enjoy the scene, but as we shall have two or three nights more at sea, I-will defe arther descriptions.

The flag ship was engaged this evening in telegraphing by means of colored lights. We were about four miles from her, and, so brilliant were the lights, we could plainly gee the rigging around the masts. The signals were plain, easily distinguished, and made with a celerity quite

THEIR SPEED.

Our vessel is carrying about fifteen pounds of steam and averaging about thirty revolutions of the screw. He speed is increased and diminished according to our prox imity to the vessel which leads us. At eight o'clock of drawing the fleet closer together. I cannot imagine weather. Fine weather is worth something at this sea son of the year, and especially under such circumstance as brings us out upon this expedition. If they do no hurry up we will have a gale of wind on us, and then this effort to put dom the rebellion will be lost for a time a be able to stand a blow, and it seems strange that they have been chartered to go on such a voyage; but, with good luck and management, we may hope to make good our trip in the course of three days THE COMMENCEMENT OF THE GALE.

WEDNESDAY, October 30.—This day begins with a single with a nasty sea on. At about two o'clock in the mor ing we entered the western limits of the Gulf stream and ntinued in it until about six o'clock, when our cours was altered and we ran more westerly. The fiset was mewhat disordered, and not one of the divisions was i its proper place. Our line was about ffteen miles to the castward of its place. How this could have occurred am at a loss to find out. The wind increased after sun rise and the lighter vessels were sent further in shore to find smoother water. We pitched and rolled about badly owing to the fact that we were progressing at a rate of only about two miles an hour. During the morning we have fallen in with several sailing vessels, sou bound; one was the bark Jane A. Bishop and another one was the Belle of the Bay. Sea sickness has manifested itself among us and more than one person has lost his

peace of mind. At noon our position, by observation, is latitude 35 deg. 36 min. north longitude and 75 deg. west, and we have run one hundred and twenty-three miles since yes terday. The wind is southwest, and quite fresh. The barometer is at 30 inches and the thermometer stands a 64 deg. As the day advances the fleet becomes more dis ordered, and at times our engine is stopped, to allow the rear vessels to come up. I suppose the reason for our going so slow is to put the rebels off their guard. To row they expect us at Beaufort, and if we are not there, they will keep a bright lookout for us at Charleston the following day; and as the time passes for us to

and I think by the time we could have reached the of the Mississippi we shall be landing somewhere in South Caroina. This seems to me to be the best solution of our dilatory movements that I can offer at present. The weather has the appearance at sundown of changing for the better soon. At dark we have got into some or but I will venture largely that before morning we shall be in a worse condition than we were this morning. At midnight the wind is moderating, and hauling into the western board. The sea is going down.
THURSDAY, Oct. 31.—The wind died out before sunrise

and the see was as smooth as a mill pond, only a gentle swell distorbing its bosom. I was on deek early, and found that, as I had prophesied, the fleet was shamefully scattered, and quite a number of them entirely out of sight. The Baltic with the Ocean Express in tow, and sight. The Baltic, with the Gecan Express in tow, and the Illinois, with the Golden Fagle, the Oriental and several other transports, were nowhere to be seen, and whether they be ahead or astern we are unable to tell. A gunboat has been sent back to look for them, while another has been sent shead on the same mission. At about ten o'clock the fleet hove to, and the Atlantic turned back at foll speed for the purpose of ascertaining what had befallen the missing vessels. The Vanderbilis, with the Great Republic in tow, also turned around, but shortly returned to her position. After an hour's delay we again beaded southward, and went along. At noon our position, by observation, was as follows:—Latitude 36 degrees 37 minimutes north-longitude 76 degrees 50 minutes west. Distance made sixty-eight miles, making a southweat three-quarter south course; so; that we are now about phirty miles of shore, and not yet in the latitude of Cape Lookout. The barometer is 30 degrees 3 minutes, and the thermometer at 70 degrees. Not a cloud has been seen to-day, and we have been enjoying the scene very much. The sick are much better, and those who lost their peace of mind yesterday have found it to-day, and not one vacant place was to be seen at the dinner table. The soldiers have been excercised in rifle firing this afternoon, and have acquitted themselves finely. Most of the vessels had on the seed and the second and the seed and the second the Illinois, with the Golden Fagle, the Oriental and seve acquitted themselves finely. Most of the vessels had can was set this morning, but as it fell away dead calm this on all sails were furled, and the yards braces

ice this morning for the first time the presence the gunboat Vixen. She is evidently "one of us," but her name was not put upon the official list given to us the day we sailed. I will now insert in the list and station her in the rear. I am of opinion the sailing vessels we saw yesterday are a portion of the expedition, and my opinion is strengthened when I remember seeing them at Hampton Roads, and also remember that they sailed two days before we did. At four o'clock we are steaming along at about five knots per hour, but not in regula-order. It seems a pity that, with the full and explicit in structions all the captains have had given to them, they cannot sail in line. It would be a grand sight, but would be more creditable to them as shipmasters. It will take a day for us to form into line again. As evening approaches the-wind increases in strength, and there is fa and are assuming a dark and threatening look.
FRIDAY, Nov. 1.—Wind north. At four o'clock A.

the wind hauled into the northward and eastward, with the Baltic is in sight this morning, having come up half-south all night, which has taken us into the Gulf stream. At ten o'clock the gunboat Bienville hove in sight, she having been sent from Fortress Monroe to join the fleet after leaving the Brandywine, which she towed down from New York.

- AN ALARM OF FIRE. AN ALARM OF FIRE.

This morning there was an alarm of fire in the soldiers' quarters, which for a time caused quite an excitement. After the excitement subsided it was found that one of the soldiers had inserted a woolen rag into his rifle for the purpose of cleaning it, and to drive it out he fired cap, which not only drove it out but set it on fire. The fact was reported to Major Beard, who ordered the man in irons. At noon the position of the ship, by observa-tion, was lat. 33 deg. 8 min., long 78 deg. 10 min. Dis-tance run during the last twenty-four hours one hundred and forty-five miles. Course mac, S. W. 5 W.; so that we are now abreast of Cape Roman

and about fifty miles off shore. The wind is now THE GALE INCREASES.

southeast, and is rapidly increasing to a strong gale. At three o'clock the Atlantic turned back, as we suppose, to assist in bringing up the fleet, who have fallen into the in sight. A few minutes afterwards the gunboat Florida turred back and ran for the Isaac Smith, who seems to be in distress; at least she does not keep up to the course be in distress; at least she does not keep up to the course we are steering. The gale is increasing very rapidly and the sea is rising very fast. We have seen quite a num-ber of flying fish to-day, and quite a brood of Mother Cary's chickens are now flying around our stern, attract ing the attention of our passengers. At five o'clock the wind hauled south by west, and our course has been altered to southwest; the fleet is rapidly failing in the rear, and, one by one, are lost to sight. The rain falls in torronts, and occasionally we ship a large sea. At mid-night the gale was raging furiously, and the vessel was tossed about like a feather. A sea struck the pilot house

THE PLEST SEPERATED. SATURDAY, Nov. 2.—At two o'clock this morning I was on deck, and found that the gale had materially increased and that every few minutes we were visited by a terrific squall. The sea was lashed into a white feam, and it was as dark as well could be imagined. Not a light from ano-ther vessel could be seen, and I feared that when morning dawned we should not be able to see a single vessel. At daylight the Wabash, Ariel, Oriental, Pocahontas and two other vessels, which, owing to the distance and heavy sea, we were not able to distinguish, were the only vessels in right. The wind is in the western quarter and blowing quite heavy, without squaks. The sky has a very wild ook, but the barometer gives us hopes of better we grees 11 minutes, longitude 79 degrees 08 minutes; dis nce sailed seventy-two miles. The barometer stood at 29 09, and the thermometer at 70. We are low to the southward of Port Royal entrance. Up to three o'clock there was no sign of a change, but after that hour the sea began to subside. At this time there are only two vessels in sight. At nighfall the wind and

SUNDAY, Nov. 8 .- At daylight I came on deck, and found the sky overhung with cloude, but the sea was quite smooth, and the weather clearing up quite fast-The course we have been making since seven o'clock last night to seven o'clock this morning has been southwest by west; at seven o'clock our course was altered t west northwest, the wind being west. Only three yes sels are in sight, and only their masts are to be seen above the horizon, consequently we are unable to distin-guish what vessels they are. The gale has dispersed the fleet largely, but I suppose that by night they will assemble, as all of them are provided with sealed orders, which are to be opened if dispersed. There can be but little doubt that all are safe, with the exception of the little tugboats and the ferry boats, which proba bly have gone in shore. If they have not, I fear for their safety, for the sea has been very heavy, and being small vessels, with heavy armaments, they would make it will take twenty-four hours for the fleet to again ge in line to be prepared to enter port. Should everything go on favorably we will probably have a recor made by a gunboat to-morrow, and Tuesday morning the roops will begin to land.

broke, and the weather began rapidly to change for the

THE POINTS TO BE ATTACKED.

Our coldiers are becoming quite anxious to put their feet on rebel soil and establish themselves thereon. They all feel assured that they will have to fight, as there wil be no place to which they can retreat. We have an idea ard here that the troops will land at or near Bear fort, then march across the land to attack Charles ton in the rear, while the naval forces will around to Charleston, and keep them busy on the seaboard while the troops take possession, or threate the city itself. This plan looks very feasible, and would not be surprised if it was the very plan upon which we are to carry on operations. A few hours more and ther victory or defeat will crown our efforts. We are ready.

THE OPENING OF THE SEALED ORDERS As we were without a file leader, and did not know what course to pursue, the sealed orders were opened this

course to pursue, the seeled orders were opened morning, at nine o'clock. They read as follows:—

HRANGCARTENS EXPEDITIONARY CORPS, STRAMER ATLANIC, Oct. 26, 1861.

Six—In the event of your transport being separate from the fleet you will proceed to

FORT ROYAL, SOUTH CAROLINA.

and report to the Brigadier General to whose column y transport belongs, or officer there in command. Very specificily your obedient servant.

LOUIS H. PELONGE,

Captain Fifteenth infantry, acting Ass. Adj. The commanding officer's battalion volunteers

Now we know surely where we are going, and as only the officers know, the rejoicing is confined to the cabin for the present. I have never seen men more cluted with the knowledge of a destination than are thegaliant officer of the Forty eighth. Everything seems propitious for us the day has opened bright and beautiful, and at th time—nine o'clock—we are making towards the shore. We are not more than sixty miles from the entrance, should judge, and by two or three o'clock we shall be obliged to heave to for the day. We are steaming along

ONE OF THE BOATS DISABLED.

At half-past nine o'clock we came up with a steam supposed to be the Winfield Scott, and saw that she had lost her masts in the late gale. She also seemed to be lost her masts in the late gale. She also seemed to be much damaged about her upper works. The gunboat Bienville came up and hove too alongside of her, and sent a boat on board to ascertain the damage, and also to see if they needed any assistance. The boat soon returned, and we are in hopes no lives have been lost by the disaster. At eleven or cook the Empire City, with by the disaster. At eleven o'clock the Empire City, with the Forty-eighth New York Volunteers on board, came alongside of us, their band pleying a soul stirring air, while the troops cheered each of lastily. At half-past eleven o'clock we headed arount of the southward; just as we came around the government pilot, Mr. Rodgers-discovered the land in the northwestern horizon; a clump of trees were seen at the same time; this must be theH at of Port Royal. We are now in eleven fathoms of water of Port Royal. We are now in eleven inthoms of water, which places us about thirteen miles off shore. Thirteen ressels are in sight from the masthead. The Vanderbit and the lilinois are both coming up without their vessels in tow. At noon our observations put us in lat. 32 deg. 01 min., long. 80 deg. 23 min. We have run sixty-six miles since yesterday noon, and are now about seven miles from the position formerly occupied by the light-PORT ROYAL.

miles N.E. & E. from the Tybee lighthouse, at the entrance of the Savannah river. A lightship was formerly moored in about seven fathems of water between the sextheast point of Martin's Industry, a dan-gerous sand bank, and the north bank of Port Royal ea-grance. Tybes light bears from the lightship southwest by west three-quarters west, twelve miles distant. Bay Point north northwest, ten miles distant. Hilton's Read Point north northwest, ten miles distant. Hilton's Head northwest by north, eight and a half miles distant. The outer buey on Savannah bar bears west by north, twelve and a half miles. The land is quite low, but the trees are generally high. The entrance to Port Royal is readily distinguished from sea by a small grove of trees which stand on the west side and tower above the surrounding ones like a high crowned hat; hence the grove bears the name of the "Hat of Port Royal" among the seamen. This harbor has a bar, but there is four and three-quarters fathoms on it at high water, which will be sufficient to carry over any ship in the feet. Once inside of the to carry over any ship in the fleet. Once inside of the breakers we will have from four to nine fathoms of water, and at Phillip Point there is an excelless auchorage for a large squadron. The channe is moderately wide for some distance, but after passing the Broad river mouth the river narrows, so that from

chart from which we draw our information was published in 1855, and possibly things have changed somewhat since

shore to shore it is not over a mile, gradually lessoning to less than one-half mile. The navigation is quite intri-cate after passing Bay Point, and it is not probable than the ships will go nearer than five miles of the town. The

At five o'clock this morning there were only nineteen vessels in sight—the Fiorida and Bienville being the only war vessels to be seen. At half-past five we were stand-ing in-shore, when the Oriental signalized, \*\*Do not stand se close in shore." We immediately answered it, and headed to the southward and eastward. At sundown we headed to the southward and eastward. At sundown we saw the land, the ship being in twelve fathoms of water. The Illinois has just have in sight, without her tow and minus the greater portion of her after smoke stack. The Roanoke seems to be damaged about the paidle boxes, and I cannot see as much camp equipage on her deck as there was when we left Hampton Reads. I think she has made bad weather during the gale.

Nothing of any note occurred during the night. lay quiet, heading off shore.

Monday, Nov. 4.—I was on deck this morning before advight. A light westerly air was stirring, and the ocean was as smooth as a millpond. But few vessels could be seen on the horizon. As the day advanced the transports and war vessels loomed up in every quarter og the compass. At suries we counted seventeen vessels inshore of us. Our head was turned landward, and we

that the Wabash and several of the gunboats had come in along above during the night, and were quietly riding at their anchors about two miles from the bank known as Martin's Industry. Our troops were in high glee, and cheered their companions in arms as they passed them in other ships. At ten o'clock Major Beard assembled other ships. At ten o'clock Major Heard assembled the battalion on the quarter deck and gave them an address, in which he gave to them the very best of advice in relation to their behaviour in landing, and when called upon to face the enemy. A more sensible and patrical speech could not have been made under the circumstances; and I do not know but that at this time is would be proper to state that Major Beard has provided for and takes care of the treops under his command in superior manner. Their rations have been well cooked, served punctually, and have been of the best kind. The most perfect order has prevailed on board. He thinks a great deal of his men, and I am happy to state that the feeling is reciprocated on their part. The officers of Com panies B and K are gentlemen and soldiers, and bid fair to distinguish themselves on the battle field. Success to the Forty-eighth. As we run in I notice the Susquehanna lying near the flagship, and also see several ships' cutters pulling from ship to ship.

SOUNDING FOR AN ENTRANCE.

At about eleven o'clock the United States Coast Survey steamer Vixen, with four boats in tow, the Curiew and one of the new gunboats, were sent in to sound the chan-nel. Some difficulty was experienced in finding the entrance, and it was not until Acting Maste . S. G. Martin commanding the gunboat Mercury, came to the assistance of the sounding party, that they were enabled to proceed

with their operations. In about an hour after the vessels persed over the bar they had sounded up to a point near the old southeast channel. As the ressels proceeded upon their dangerous and highly important mission, thousands of anxious eves watched their every move. Each manof war had men stationed at the mastheads, and most of the transports' yards and tops were filled with officers watching the progress of the little vessels. As we stood close in to the bar, I went aloft to catch a glimpse of the batteries to be seen. REBEL BATTERIES IN SIGHT.

On a point, on the port hand side of the entrance, known as Hilton Head, I saw what I took to be a battery, but I could not be sure. On turning my glass towards the opposite side of the river, I saw a battery which was fo noted a little to the northward of the extreme point of

and known as Bay Point. The distance, however, was so great that I was unable to discover the number of game mounted. While looking in this direction I saw a rebel creeks with which the land in this vicinity is cus up with. As the surveying vessels passed up the river towards Phillips' Point the anxiety became more intense, for we expected every moment that the rebels would fire upon our vessel. On arriving off Phillips' Pointhe vessels stopped, and the Curlew was despatched to the Wabash with the intelligence that the channel way was all clear. As soon as this was made known to the com-manding officer, orders were issued for the fleet to prepare to go in over the bar. At a few minutes past three pare to go in over the bar. At a lew minutes past three o'clock the signal was made, and all vessels, with the exception of those which drew over seventeen feet of water, etood in, preceded by a gunboat as a file leader or pilot. By this move the Atlantic, Baltic, Oriental, Vanderbils, Illinois and the flagship were left outside of the bar. Up to this time we had no prespects of some of our eet arriving to-day. The Great Republic, Ocean Fagle. Ocean Express, Zenas Coffin and soveral of the gunboa Ocean Express, zenss come and several of the gamboats are not yet to be seen. A genboat will be despatched to but them up. While the fleet were getting under weigh I went on board of the flegship, and after visiting the ship I was permitted to go on board of the Mercury, and she was ordered to put me on board of the Matanzas, where I desired to go. Accordingly, at half-past four o'clock I embarked on this trim little craft, which so miraculously weathered the terrible gale through which we have had to pass The Mercury was obliged to throw her bow gun, a rifled twenty-pounder, and also to cut away her guard flooring, and had it not been that her com. mander was, one of the most skilful and intrepid of seamen she would have been lost. But to return to my parrative:-The Mercury lay alongside the Wabash, and